



**CALIFORNIA  
DEPARTMENT  
OF BOATING  
AND WATERWAYS**

**THE RESOURCES AGENCY  
JULY 1, 1998-JUNE 30, 2000**

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**22ND BIENNIAL REPORT**

*cover photo: Golden Gate Bridge, San Francisco Bay*

GRAY DAVIS, GOVERNOR  
MARY D. NICHOLS, SECRETARY FOR RESOURCES  
CARLTON D. MOORE, INTERIM DIRECTOR



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THE RESOURCES AGENCY  
DEPARTMENT OF BOATING AND WATERWAYS  
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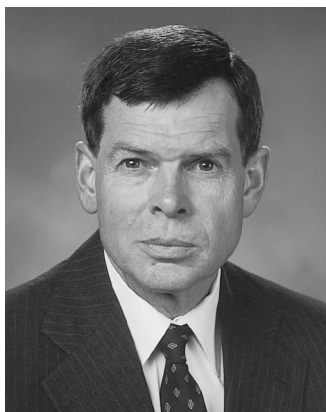
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**22ND BIENNIAL REPORT**



## FROM THE DIRECTOR'S DESK

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I am pleased to present the 22nd Biennial Report of the California Department of Boating and Waterways, covering the period from July 1, 1998 to June 30, 2000. For 44 years, the California Department of Boating and Waterways has been serving California in its mission to provide for safe and convenient public access to the millions of Californians who use our navigable waterways.

Our beautiful coastal and inland waterways comprise one of California's most precious natural resources, and provide the setting for recreational boating, water skiing, windsurfing and fishing. The Department of Boating and Waterways ("Cal Boating") serves all segments of California's boating public: powerboaters and sailboaters; personal watercraft users, windsurfers and water skiers; kayakers, canoeists and rafters.

During this biennium, Cal Boating has developed new initiatives to address environmental concerns of the boating public. In addition to our traditional emphasis on waterway access and safety afloat, the department will continue to emphasize our collective efforts to make recreational boating a safe, enjoyable and environmentally friendly activity.

In the following pages, you can read about the ways that Cal Boating is working for you. For more information on boating and the Department, visit our Website, [www.dbw.ca.gov](http://www.dbw.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Carlton D. Moore". The signature is written in a cursive, flowing style.

Carlton D. Moore



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# HISTORY

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## 1957

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Small Craft Harbor Law (Ch. 2362) creates the Small Craft Harbors Commission (SCHC) and the Division of Small Craft Harbors (DSCH).

## 1958

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The Federal Boating Act provides for the registration of most undocumented vessels by the State instead of the U.S. Coast Guard. DSCH makes the first small craft harbor loan, to Marina del Rey.

## 1959

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Under the authority of the Federal Boating Act, the California Legislature adds Chapter 5 to Division 3 of the Harbors and Navigation Code, establishing a comprehensive set of laws governing the equipment and operation of recreational vessels on all waters of the State. A system of reporting boating accidents was also initiated.

## 1960

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DSCH makes the first boat launching facility construction grants, to Eagle and Mono lakes.

## 1961

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The State Legislature transfers boat registration from the Department of Motor Vehicles (DMV) to the DSCH.

## 1962

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Boat registration is supported by registration revenues paid into the General Fund.

## 1964

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Boat registration is supported by registration revenues paid into the Harbors and Watercraft Revolving Fund.

## 1966

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Pursuant to Chapter 61, Statutes of 1966, the DSCH becomes the Department of Harbors and Watercraft (DH&W), and the SCHC becomes the Harbors and Watercraft Commission.

## 1968

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The Department is given responsibility for issuing yacht and ship broker licenses as well as a comprehensive program to oversee the activities of brokers and salespersons.

## 1969

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The Governor's Reorganization Plan No. 2 of 1969 changes the name of DH&W to the Department of Navigation and Ocean Development (DNOD), which acquires the responsibilities of the Department of Parks and Recreation and the Office of Architecture and Construction related to the planning and design of boating facilities. The coastal beach erosion control functions of the Department of Water Resources are also transferred to DNOD. Boat registration functions are transferred back to DMV to take advantage of its automated services and field offices. Based on studies indicating a wide disparity in the quality of local boating law enforcement programs due to the lack of funding, a State law creates the law enforcement subvention program.



## **1974**

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The Legislature authorizes the California Recreational Trails Act, designating responsibility for the Boating Trails aspect of the Act to the Department.

## **1997**

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The Legislature authorizes the Department's Abandoned Watercraft Abatement Program.

## **1979**

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To better reflect the Department's mission, on January 1 the Legislature changes DNOD's name to the Department of Boating and Waterways, and the Commission's name to the Boating and Waterways Commission.

## **1982**

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The Legislature gives the Department the authority to control water hyacinth in the Sacramento-San Joaquin Delta.

## **1983**

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The Aquatic Safety Education Program for grades K-12 is created by legislation.

## **1985**

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The Legislature authorizes the Department's Private Recreational Marina Loan Program.

## **1988**

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The Department, which has become popularly known as Cal Boating in the 1980's, changes its logo to better reflect the varied statewide programs of the Department.

## **1996**

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The Legislature gives the Department the authority to control *Egeria densa* in the Sacramento-San Joaquin Delta.

## FUNDING

THE BUDGET ACT OF 1957 made available to the Division of Small Craft Harbors \$5 million from the California Water Fund for the purpose of making loans to local government jurisdictions for the construction of boating facilities. The Harbor Development Bond Law of 1958 provided an additional \$10 million for the same purpose. In addition, \$750,000 per year from the Motor Vehicle Fuel Fund was transferred to the Division's Revolving Fund to provide personnel support and to make planning loans. Construction loans and grants were authorized in 1963 to be made from the Revolving Fund.

Payments into the Revolving Fund from the Motor Vehicle Fund have increased over the years from \$750,000 to the current level of approximately \$31.9 million annually. These funds are derived from the gasoline taxes paid by boaters in California. Boaters' gas tax and the repayment of loan principal and interest are the primary sources of revenue for Cal Boating. The Department also receives funds from boat registration fees as well as varying amounts from Federal sources such as the Wallop-Breaux Trust Fund and the Land and Water Conservation Fund.

In 1996, legislation was passed into law that dedicated all vessel registration fees, less administrative expenses, for the purposes of boating law enforcement grants to local agencies.

To provide facilities for the boating public, Cal Boating has funded from its inception through June 30, 2000:

PROJECTS	TOTAL AMOUNTS
488 Boat Launching Facility Grants	\$ 120,731,516
76 Small Craft Harbor Planning Loans	\$ 2,566,400
214 Small Craft Harbor Construction Loans	\$ 310,692,000
330 Capital Outlay Boating Facility Projects	\$ 58,080,519
64 Private Sector Marina Development Loans	\$ 45,353,000

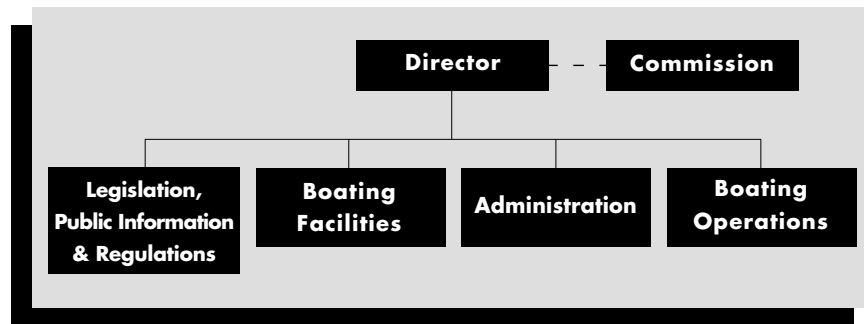
The following is a list of income and expenditures from July 1, 1998 to June 30, 2000:

INCOME	AMOUNT	PERCENT OF INCOME
Motor Vehicle Fuel Fund	\$ 63,866,253	48%
Interest, Surplus Money Investments	\$ 15,105,200	11%
Boat Registration Fees	\$ 15,050,298	11%
Repayment of Loan Principal and Interest	\$ 38,868,668	29%
Other	\$ 104,547	0%
<b>TOTAL INCOME</b>	<b>\$ 132,994,965</b>	<b>100%</b>

TYPE OF EXPENDITURE	AMOUNT	PERCENT OF EXPENDITURES
Loans	\$ 35,837,000	29%
Grants	\$ 28,003,623	22%
Capital Outlay	\$ 10,985,580	9%
Motor Vehicles (boat registration)	\$ 5,550,810	4%
Program Expenditures	\$ 44,169,645*	35%
<b>TOTAL EXPENDITURES</b>	<b>\$ 124,546,658</b>	<b>100%</b>

\* Includes \$1M transfer to Abandoned Watercraft Abatement Fund.

## ORGANIZATION



### THE DEPARTMENT

THE DEPARTMENT'S MANAGEMENT TEAM includes a Director, who is appointed by the Governor, and the managers within the Department's four divisions, as illustrated above.

### THE COMMISSION

The Commission is composed of seven members appointed by the Governor, with the consent of the Senate. The length of each term of appointment is four years. In making appointments to the Commission, consideration is given to the geographical location of the residence of each member as it relates to boating activities and harbors.

By statute, one member is required to be a private small craft harbor owner and operator. In August

1983, legislation was passed and language added to the Harbors and Navigation Code which requires at least one member appointed to the Commission to be a member of a recognized statewide organization representing recreational boaters. In 1996, legislation was passed which requires that at least one member of the Commission be an officer or employee of a boating law enforcement agency.

The Commission is mandated to advise Cal Boating with respect to all matters within the jurisdiction of the Department, and all loans and grants made by Cal Boating must have its consent.

Members serving on the Commission during this biennium are listed below.

COMMISSION MEMBER	TERM	COUNTY
Alfred Balitzer	Feb. 1994-1999	Los Angeles
Jack Dorsee	July 1993-1999	San Diego
Donald R. Doser	Mar. 2000-2003	Shasta
Jan L. Coyne-Jones	July 1995-1999	Los Angeles
Harley R. Knox	July 1995-2000	Riverside
Robert Y. Nagata	Oct. 1999-2002	Los Angeles
Paul V. Priolo	July 1995-2000	San Francisco
Warren E. Rupf	May 1997-2001	Contra Costa
Philip B. Wallace	July 1993-2001	San Joaquin

## BOATING FACILITIES PROGRAM

ONE OF THE DEPARTMENT'S primary objectives is to plan and develop boating facilities in environmentally acceptable areas with priority on the development or expansion of facilities where the greatest needs exist. To accomplish this, the Department:

- Grants funds to cities, counties, and other governmental agencies, including the Federal Government, for the planning and construction of boat launching facilities, floating restrooms, and vessel sewage pumpout facilities.

- Loans funds to cities, counties, and other governmental agencies for the planning and construction of small craft harbors; provides loans to businesses for the development of recreational marina facilities.

- Plans, designs, finances, and constructs boating facilities throughout the State Park System, at State Water Project reservoirs, and on other State lands.

- Conducts an aquatic weed control program in the Sacramento-San Joaquin Delta, its tributaries, and Suisun Marsh.

- Provides funds when approved by the Legislature, on a cost-sharing basis, to local and Federal governmental agencies to provide beach erosion

control measures for the protection of valuable coastal resources.

- Coordinates, plans, and funds boating trail projects and protects the public's right to the recreational use of whitewater rivers.

The main source of funding for boating facility projects is the Harbors and Watercraft Revolving Fund (H&WRF); the primary sources of money for the H&WRF are the fuel taxes paid by boaters and the repayment of principal and interest on loans. Federal moneys are used, in part, to finance vessel sewage pumpout grants and boating trails projects. The State's General Fund has been the primary source of Beach Erosion Control project funding over the past 40 years, but other special funds have been used as well.

After a local governmental entity has proposed a grant or loan project through the submittal of a feasibility report, an environmental assessment, and a resolution from the governing body, the Department makes a preliminary feasibility determination and may accept or reject the project for inclusion in the State budget. The proposed project must then be approved by the Legislature and the Governor before the Department makes a detailed feasibility analysis and presents the project to the Boating and Waterways Commission for its ad-



vice and consent. Generally, the State's review and approval process of proposed projects requires a minimum of one year before the grant or loan is made available to the requesting agency. Disbursement of loan or grant funds, following approval by the Boating and Waterways Commission, involves preparation of contracts, staff review of engineering drawings and specifications, review of payment requests and on-site confirmation of construction progress.

## GRANTS

The launching facility development program provides grants for the construction of launching lanes,

restrooms, boarding floats, shore protection, car-and-trailer parking, utilities, landscaping and irrigation, and ancillary items. The amount of funds provided is determined by the usage and benefits that can be economically justified. The grant applicant agency is required to own or control the project area and to operate and maintain the facilities for 20 years at no cost to the State. Grants are also available to public agencies for floating restrooms and vessel pumpout facilities.

Grants made during this biennium totaled \$27,234,000 for 40 boat launching facility projects.

### 1998 - 2000 GRANTS

Project	Amount	Project	Amount
Anderson Lake	\$ 400,000	Lake Tulloch	407,000
Boyd Pump	131,000	Lakeport	400,000
Lake Cachuma	1,000,000	Little Grass Valley	379,000
Buena Vista	121,000	Long Beach (Davies)	450,000
Lake Casitas	150,000	Loon Lake	252,000
Camanche Reservoir	200,000	Mission Bay (Ski Beach)	521,000
Clearlake Oaks	140,000	Moss Landing	1,500,000
Casitas	1,335,000	Moss Landing	500,000
Donner Lake	308,000	New Hogan Lake	333,000
Diamond Valley	4,000,000	Oceanside	2,000,000
Don Pedro	187,000	Oceanside	1,300,000
Diamond Valley Reservoir	3,700,000	Pine Flat Lake	342,000
El Capitan Reservoir	480,000	Riverbank	400,000
Elkhorn	450,000	Rollins Lake	100,000
Elkhorn Launching	100,000	Rollins Lake (Greenhorn)	154,000
Floating Restrooms	1,000,000	Rollins Lake (Long Ravine)	289,000
Gold Lake	245,000	Rollins Lake (Orchard Springs)	173,000
Hell Hole	186,000	Rollins Lake (Peninsula)	580,000
Hensley Lake	91,000	Santa Barbara	408,000
Lake McClure	608,000	Stampede Reservoir	311,000
Lake McSwain	280,000	Union Valley Reservoir	145,000
Lake Piru	100,000	Yuba City	148,000
Lake Piru	850,000	Total	\$27,234,000
Lake Success	80,000		

## LOANS

The Department makes three types of loans available for the development of marinas under the small craft harbor loan program.

1. Planning loans are available to local government agencies for the preparation of small craft harbor feasibility reports, including preliminary engineering, economic and financial assessments of a proposed project, and the required environmental impact report. In this biennium, no planning loans were made.

2. Under Section 76 of the Harbors and Navigation Code, the Department makes loans available to marina owners in the private business sector to develop and/or improve the boating and ancillary facilities available to the public. Loans made to the private sector during this biennium totaled \$5,496,000 for 6 marina projects.

3. Loans are available to local government agencies for the construction of new small craft harbors or the expansion or improvement of existing marina facilities. Typical project features which can be funded under this program include breakwater construction, construction dredging, berths for boats, utilities, landscaping and irrigation, restrooms, fuel docks, boat sewage pumpout stations, and public access walkways. During this biennial period, loans made under this program totaled \$28,842,000 for 10 small craft harbor projects.

## 1998 - 2000 PRIVATE SECTOR MARINA LOANS

Project	Amount
Mariner Square Dry Storage	\$2,882,000
Monterey Bay Boatworks	150,000
New Melones	506,000
Orwood Resort	783,000
Silverwood	450,000
Sugarloaf Marina	725,000
Total	\$5,496,000

## 1998 - 2000 PUBLIC SECTOR MARINA LOANS

Project	Amount
Cabrillo Marina	\$ 4,000,000
Diamond Valley Reservoir	1,499,000
Diamond Valley Reservoir	6,250,000
Long Beach Shoreline	700,000
Long Beach Basin 8	450,000
Long Beach (Downtown)	4,000,000
Marina Del Rey	227,000
Martinez	1,716,000
Richmond	1,500,000
South Beach Harbor	7,000,000
Ventura Harbor	1,500,000
Total	\$28,842,000



## CAPITAL OUTLAY

The Department is authorized to plan and develop boating facilities on State-managed properties which enhance recreational boating and navigation. The Department funds and constructs boating facilities on lakes, reservoirs and waterways, including the State Water Project and the State Parks System.

Capital Outlay projects typically include concrete launching ramps, car/trailer parking, boarding floats, restrooms, lighting, berthing, moorings, floating restrooms, and boat-in day use and camping sites which include graded areas, picnic tables and barbecues. All of these facilities are designed and constructed in accordance with the provisions of the Americans With Disabilities Act for barrier-free access.



During the past two years, Capital Outlay staff produced engineering designs and services, contract plans and specifications, or construction inspections for 34 budgeted projects totaling \$10,155,519 in capital improvements.

### 1998 - 2000 CAPITAL OUTLAY PROJECTS

Project	Amount	Project	Amount
Angel Island, Ferry Landing	497,000	Lake Oroville (Spillway)	140,100
Bidwell River Park	245,000	Lake Perris	61,000
Brannan Island	193,000	Long Beach	434,000
Brannan Island, Boat Basin	278,600	McArthur-Burney	94,000
Candlestick	205,000	Millerton (Crows Nest)	90,000
Castaic Lake (East Ramp)	450,000	Millerton (Crows Nest)	101,000
Castaic Lake (East Ramp)	249,000	Millerton Lake, North Shore	365,780
Castaic Lake (Paradise Cove)	128,000	Picacho, Colorado River	355,000
Crown Cove		Pyramid Lake, Boarding Float	112,900
(Boating Safety & Instruction Center)	1,320,575	Pyramid Lake (Emigrant Landing)	1,017,400
Davis Lake	216,000	Pyramid Lake (Emigrant Landing)	83,000
Fields Landing	115,000	Salton Sea, Werner Harbor	44,000
Folsom Lake, Boarding Floats	79,375	Sherman Island, Boat Ramp	420,000
Folsom Lake (Granite Bay)	1,543,989	Silverwood Lake, Sawpit	212,800
Folsom Lake, (Granite Bay)	350,000	Thermalito Forebay, North Parking	151,000
Frenchman Lake	228,000	Turlock, Boarding Float	85,000
Lake Del Valle	20,000		
Lake Natoma		Total	\$10,155,519
(Boating Instruction & Safety Center)	123,000		
Lake Natoma			
(Boating Instruction & Safety Center)	147,000		

## **AQUATIC WEED CONTROL PROGRAMS**

### ***Water Hyacinth Control***

Introduced to California more than 100 years ago, the water hyacinth is a deceptively attractive plant, with shiny green leaves and delicately transparent lavender flowers. However, this extremely prolific aquatic weed can quickly amass into a dense floating mat of vegetation. With few natural enemies, it grows faster in warm weather than any other known plant.

By the early 1980's, severe infestations of the rapidly growing, floating aquatic plant had created safety hazards for boaters, clogging navigation channels and marinas, and agricultural irrigation systems. The Delta aquatic habitat was also compromised by the large, floating hyacinth mats, which greatly decreased the amount of dissolved oxygen in the water, replaced native plants, and deposited silt and organic matter at several times the normal rate.

State legislation enacted in 1982 designated the Department of Boating and Waterways as the lead agency for the control of water hyacinth in the Sacramento-San Joaquin Delta, its tributaries and the Suisun Marsh. The initial control plan utilized both short- and long-term methods, involving chemical, mechanical and biological control measures. The primary and most successful control measure is chemical spraying.



At the outset of the program, an oversight task force was formed to assist the Department in formulating, conducting, and monitoring the chemical control segment. The task force, which annually establishes the parameters of the program, is comprised of agencies including:

U.S. Department of Agriculture - Agricultural Research Service

U.S. Department of the Interior - Bureau of Reclamation

California Department of Food and Agriculture

California Department of Fish and Game

California Department of Health Services

California Department of Pesticide Regulation

California Department of Water Resources

State Water Resources Control Board

Central Valley Regional Water Quality Control Board

Contra Costa County Agriculture Commissioner

Fresno County Agriculture Commissioner

Madera County Agriculture Commissioner

Merced County Agriculture Commissioner

Sacramento County Agriculture Commissioner

San Joaquin County Agriculture Commissioner

Solano County Agriculture Commissioner

Stanislaus County Agriculture Commissioner

San Joaquin Water Exchange

Delta-Mendota Water Authority

Delta Citizens

Delta Marina Owners



Cooperating agencies developed the original program and, through annual infestation reviews and data monitoring, adjust the current program. The Department has practiced an adaptive management approach from the start, to better evaluate and refine the program. The Department is developing a performance measure of low biomass carryover, against which aerial photographic estimates and ground-measured data can be compared to determine the program's success at specific sites over time.

In terms of achieving maintenance control of water hyacinth in the Delta, the 1998 and 1999 seasons may be considered successful: fewer acres were treated and the estimated biomass carryover was less than in the previous two years. However, for a portion of 1999 and 2000, the Water Hyacinth Control Program was impacted by a lawsuit, and operations were suspended.

### ***Egeria Densa Control***

Introduced to California more than 30 years ago, *Egeria densa* (Brazilian elodea) is a submerged aquatic plant that forms dense mats of vegetation that obstruct navigation and recreation, slow water flows, plug agricultural irrigation pumps, and disrupt the natural ecosystem of the Sacramento-San Joaquin Delta. *Egeria* is a popular plant used in aquariums, from which it may have been introduced to the waterways.

Assembly Bill 2193, enacted in January of 1997, enabled the Department to create the *Egeria Densa* Control Program for the Delta. Cal Boating assembled a task force of cooperating agencies and stakeholders to provide assistance in developing an *Egeria Densa* Control Plan, using an adaptive management strategy with a strong scientific base. The Department prepared an Environmental Impact Report (EIR) to satisfy the California Environmental Quality Act (CEQA).



Cal Boating conducted research on mechanical and chemical control methods at various sites throughout the Delta, gathering the necessary information to complete the EIR. The overall objective of the research was to make sure monitoring activities sufficiently fulfilled the EIR requirements and answer questions about potential environmental impacts.

After completing consultations with regulatory agencies, the Department will determine the most feasible *Egeria* control alternative, to meet both the requirements of the CEQA process and the needs of those who live, work and play in the Delta.

### ***Egeria Densa Task Force Members***

U.S. Department of Agriculture, Agricultural Research Service  
 U.S. Department of the Interior, Bureau of Reclamation  
 U.S. Department of Interior, Fish and Wildlife Service  
 California Department of Fish and Game  
 California Department of Pesticide Regulation  
 California Department of Water Resources  
 State Water Resources Control Board  
 Central Valley Regional Water Quality Control Board  
 Contra Costa County Agriculture Commissioner  
 Sacramento County Agriculture Commissioner  
 San Joaquin County Agriculture Commissioner  
 Delta Citizens  
 Delta Marina Owners



## BEACH EROSION CONTROL

The general objectives of the program are to preserve and protect the California shoreline, minimize the economic losses caused by beach erosion and maintain urgently needed recreational beach areas. This can be achieved by:

- Cosponsoring the construction of beach erosion control projects with local and federal agencies,
- Improving present knowledge of oceanic forces, beach erosion and shoreline conditions, and
- Using this knowledge to prevent future erosion.

California's coast, one of our most precious resources, is a naturally eroding shoreline. It is both economically and socially important to minimize the loss of the state's beaches and to preserve its coastal resources. When erosion threatens to damage valuable infrastructure, or there is not enough beach width to accommodate the recreational needs of the local population and the State's many visitors, beach erosion control projects at carefully selected places can halt the erosion.

Much of the natural sand that normally replenishes the beaches has been prevented from reaching the coastline by increasing urban development and flood control projects, especially in southern California. On the other hand, hundred of millions of cubic yards of sand have been supplied to the shoreline over the past 50 years, mainly in southern

California, as a byproduct of coastal projects such as harbors, sewer plants and power plants. This vast quantity of sand has widened many beaches well beyond their natural size. The beaches from Santa Monica south to Palos Verdes in the Los Angeles area, and those from Coronado to Silver Strand near San Diego, provide excellent examples of beaches widened by nourishment.

## Authorization and History

The beach erosion control statutes, Sections 65 through 67.3 of the Harbors and Navigation Code, authorize the Department to study erosion problems; act as shore protection advisor to all agencies of government; and plan, design and construct protective works when funds are provided by the Legislature. The Rivers and Harbors Act of 1962, as amended, allows the Department to participate in beach erosion control projects undertaken by the U.S. Army Corps of Engineers.

During this biennium, the Department participated in the following beach erosion control projects:

Santa Cruz Sediment Reuse Project (Santa Cruz Port District)	\$ 97,800
San Francisco Ocean Beach Project (City of San Francisco)	\$ 102,200
Ventura Harbor Sediment Reuse Project (City of Ventura)	\$ 63,000
Beacon Regional Sand Project (BEACON)	\$ 65,000
Huntington Bluffs Feasibility Study (City of Huntington Beach)	\$ 75,000
San Diego Regional Beach Sand Project (SANDAG)	\$ 97,000
Presidio Curve Shoreline Erosion Project (City of Monterey)	\$ 255,000
PORTS (San Francisco Physical Oceanographic Real Time System)	\$ 35,000
<b>Total</b>	<b>\$ 790,000</b>

### ***Coastal Data Information Program***

The Coastal Data Information Program (CDIP) is an ongoing coastal wave statistics gathering system developed over 20 years ago at Scripps Institution of Oceanography with support from the Department of Boating and Waterways, the U. S. Army Corps of Engineers, and the California Sea Grant College Program. Four times each day, readings of wave height and direction at 15 to 20 locations on the California coast are recorded and analyzed at the central facility at Scripps.

On-line computer access to this data is provided for users, which include boaters, scientists, coastal design engineers, coastal residents, and public agency personnel. Real-time wave height information from the system is routinely broadcast as part of the National Weather Service marine forecasts which are widely used by boaters. Archived data is invaluable for calculating wave climate histories and design wave heights, and to support related investigations of wave and nearshore processes important to the boating safety and beach erosion missions of the Department.

Internet display of the CDIP real-time data and modeling provided an important contribution to coastal awareness and preparedness during the El Niño winter of 1997-98. Critical progress in actual wave height forecasting was made during this severe winter by utilizing one-, two- and three-day wave forecasts routinely made by the U.S. Navy. These were processed through the Southern California wave model to produce coastal wave warnings well in advance of large-wave events. The wave height information was further combined with tide predictions to produce forecasts of combined water level and wave height which are accurate predictors of coastal flooding and damage potential.

Accurate modeling of wave heights everywhere in Southern California waters continues to be updated

six times a day, based on offshore measurements. The results are displayed in color graphic maps and charts available at the CDIP Website at <http://cdip.ucsd.edu>. In the latter part of the biennium, the CDIP web pages were accessed an average of more than 1,000 times per day, and sometimes as many as 3,500 times in a single day. Preliminary estimates suggest that about 75% of these are recreational water users, including boaters and surfers.

### ***Analysis of Weather and Climate Variability Along Coastal Southern California***

Local and regional weather patterns have a strong influence on boating activities and safety, coastal flooding and beach erosion. These patterns display strong variability on interannual time scales that has not been systematically documented or studied. This program, being conducted at Scripps Institution of Oceanography, is examining the past variability of meteorological and oceanographic factors such as fog, wind, rainfall, barometric pressure, tide levels, wave height, and sea temperature in the highly developed Southern California Bight and along the rest of the Southern California coast. One noteworthy product of this study is an extensive atlas of historical time series published jointly by the Department and the United States Geological Survey as an Open File Report. This report and the disk file data base will be widely distributed for use by climate researchers. Another product is a Coastal Weather Webpage which will combine in one place many sources of coastal weather and climate information useful to boaters as well as other recreational ocean users.

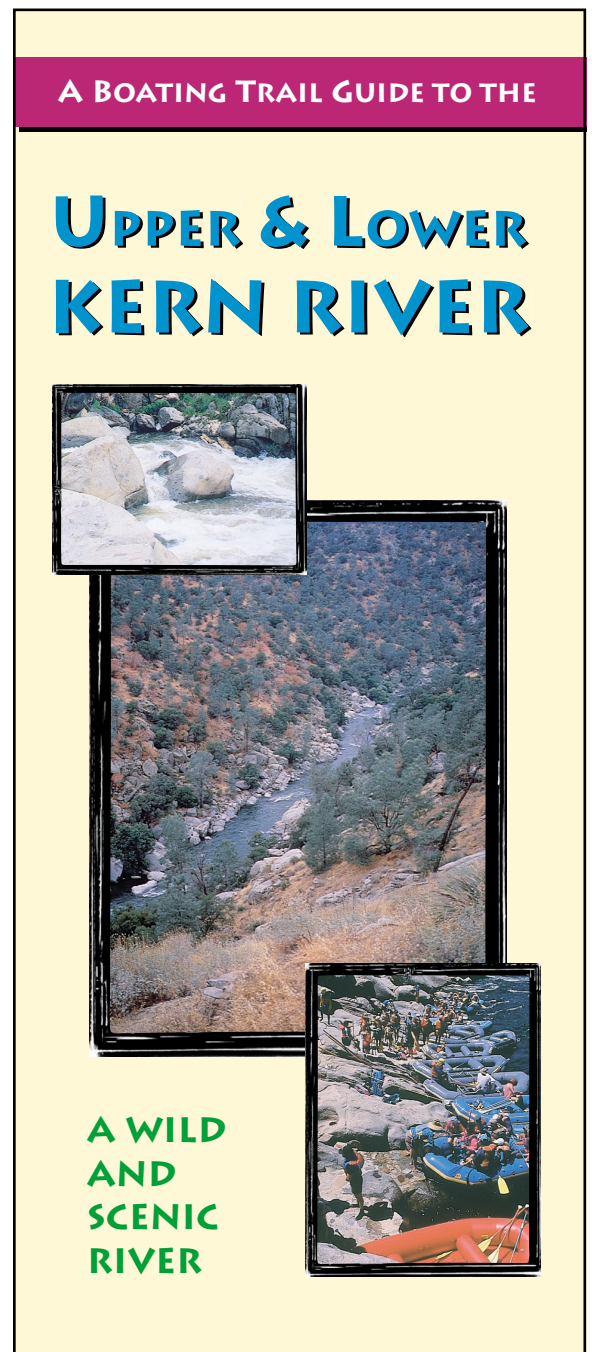
### ***BOATING TRAILS***

Under the California Recreational Trails Act of 1974, Cal Boating is authorized to pursue activities which will increase the opportunities for recreational boating on designated waterways

through the study and identification of recreational resources and potential boating trail routes. The Department is responsible for the Boating Trails Element of the Recreational Trails Plan and is authorized to render assistance to governmental agencies to implement it. In effect, the program provides grant funding for water access facilities and access and safety information for canoeists, kayakers and rafters.

The Department continues to study potential whitewater river use and flow needs; works with local river managers in the publication of river trail maps; funds the development of river access sites; and participates in the review of proposed hydroelectric and other projects which might impact recreational boating. The Department also attends hydro re-licensing meetings and comments on the licensing of hydroelectric projects under review by the Federal Energy Regulatory Commission that could affect boating.

The Department published a new boating trail guide in this biennium, *A Boating Trail Guide*



to the Upper and Lower Kern River. Other boating trail guides available from the Department include:

A Boating Trail Guide to the American River Parkway

A Boating Trail Guide to the North and Middle Forks of the American River

A Boating Trail Guide to the Colorado River From Blythe to Imperial Dam  
 A Boating Trail Guide to the Colorado River From Davis Dam to Parker Dam  
 A Boating Trail Guide to the Wild and Scenic Merced River  
 A Boating Trail Guide to the Tuolumne River  
 A Boating Trail Guide to the Sacramento River From Redding to Red Bluff  
 A Boating Trail Guide to the Sacramento River From Woodson Bridge to Colusa  
 A Boating Trail Guide to the Wild and Scenic Smith River

During this biennial period, The Department of Boating and Waterways funded eleven new boating access projects, totaling \$700,440:

Slippery Rock Access, Kern River,	\$70,000
Phase Two, Big Flat Access,	
Trinity River	\$75,000
Santa Cruz Harbor Small Craft Access	\$50,000
Rocky Point & Sluice Box Accesses,	
Klamath River	\$38,000
Pigeon Point Access, Trinity River	\$261,400
First Street Access, Morro Bay	\$81,268
Hume Lake Access	\$22,332
Nimbus Flat Access	\$108,400
Salton Sea Boating Trail	\$91,600

## **CLEAN VESSEL ACT OF 1992**

Each year since 1992, the Department of Boating and Waterways has administered the Clean Vessel Act Program in California.

Since 1993, the Department has received \$4,550,500 in CVA grants. The CVA grant program has included the compilation of a statewide inventory of existing vessel pumpout and dump stations; a survey of vessels with holding tanks; identification of waterways most likely to be af-

ected by vessel sewage discharge; development of design specifications for vessel pumpout facilities; establishing a program for local entities to fund the construction of pumpout facilities; funding and installation of new pumpout stations; and development of regional and statewide educational programs.

The educational component has produced pamphlets, posters, flyers, a radio public service announcement, and pumpout location maps boaters can keep on their vessels.

In 1999, the Department was awarded a Federal grant under the Act in the amount of \$1,118,000. The grants fund a comprehensive program to involve California residents and visitors in appropriate educational programs and corrective actions to result in reduced sewage discharges from vessels and improved water quality. Local matching funds in the amount of \$376,000 brought the total funding for the program to \$1,494,000 for 1999.

In 1998, the Department awarded grants under the Act in the amount of \$161,000 in for the installation of 12 pumpout stations.

## BOATING OPERATIONS PROGRAM

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ONE OF CAL BOATING'S major objectives is to protect the public's right to safe and enjoyable boating on the waters of California. To accomplish this, Cal Boating:

- Promotes boating safety and education,
- Assists local boating law enforcement agencies,
- Ensures uniformity in boating regulations, and
- Licenses for-hire boat operators and yacht and ship brokers.

These responsibilities, which are performed by the Boating Operations Division, are divided among the following four units: Safety and Education, Enforcement, Regulations, and Yacht and Ship Broker's Licensing.

The Operations Division also works closely with the United States Power Squadrons and the United States Coast Guard Auxiliary, two national volunteer organizations dedicated to making boating safety education available to the public. In addition to assisting Cal Boating with special projects, these expert boaters help distribute the Department's free boating safety literature to the boating public at the courses they teach and at public safety events.



### BOATING ACCIDENT PROGRAM

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Boating accident statistics are compiled under a state law that requires any boater who is involved in an accident to file a written accident report with the Department in the case of:

- a death, disappearance, or injury requiring medical attention beyond first aid;
- damage to a vessel or other property exceeding \$500; or
- the complete loss of a vessel.

The purpose of this law is to provide a data base for accident analysis. Information contained in the reports is confidential and may not be used in prosecuting any violations which may have occurred, nor in civil litigation of any kind. The reports are a tool for identifying areas of concern so that Cal Boating programs can be directed toward promoting boating safety, education and law enforcement in those areas. The details of each reported accident are analyzed to determine the cause, ways in which the accident might have been prevented, and specific safety-related problems. Methods and programs can then be developed to reduce accident and fatality rates, including recommendations to the Legislature.

Each year, Cal Boating releases a comprehensive study of boating accidents in California, which provides information on accidents, fatalities, and injuries. This report, entitled *California Boating Safety Report*, includes special topics such as personal watercraft, youth operators, fatal alcohol-related accidents, law enforcement activities and Department safety programs.

***Accident statistics for the past two years are as follows:***

	<b>1998</b>	<b>1999</b>
Number of Boats Registered	894,725	954,716
Number of Accidents	772	907
Number of Injuries	413	491
Number of Fatalities	58	42
Property Damage	\$2,299,600	\$2,864,000

For a copy of the *California Boating Safety Report*, visit the Department's Website, at [www.dbw.ca.gov](http://www.dbw.ca.gov), or call the Accident Program, at (916) 263-8189.



## **SAFETY AND EDUCATION**

### **K-12 EDUCATION**

As mandated by Article 16 of the Education Code, the Department's aquatic and boating safety education program provided materials to more than 700,000 public school students during this biennium. A priority has been placed on elementary-level education in keeping with the Department's philosophy that aquatic and boating safety skills learned at an early age serve to protect students throughout their lives.

Curriculum materials for aquatic and boating safety education were made available to all public schools at no charge. The elementary school curriculum is a series entitled *AquaSMART, Water & Boating Safety*. The series is divided into three parts, for grades K-2, 3-5, and 6-8. For high school students (grades 9-12), the *AquaSMART Boating* program is available.

Each program in the *AquaSMART* series covers 10 basic aquatic and boating safety lessons and consists of a teacher's guide with lesson plans, reproducible student activity sheets and a supplemental video. Parent participation is encouraged by providing lesson summaries to be distributed by the teacher and also involving them in some of the student activities. Students in grades K-2 are guided through the lessons by three animated characters, Splasher the Frog; Diver the Duck; and Surfer the Seal. An *AquaSMART* Team of students and experts covers the 10 lessons for grades 3-5. The 10 lessons for grades 6-8 are presented in an interview format of water safety experts. The student activity sheets for grades K-2 and 3-5 are also available in Spanish.

Schools and other organizations involved in boating safety have praised the *AquaSMART* series for its comprehensive content presented in grade-appropriate

formats. Some of the reasons cited for the program's success include:

- treatment of the programs captures the attention of the student audience
- variety of provided activities from which the teachers can choose
- ease of integrating lessons into other disciplines
- videos and teacher's guides that can stand alone or be used together
- lesson plans that are easy to implement
- new vocabulary words are listed in each lesson
- subject-related book titles are suggested for student reading

A new curriculum, *AquaSMART Boating*, was introduced to California high schools in the spring of 1999. This program continues the spirit of the *AquaSMART* theme and specifically covers the basics of boating with an emphasis on safety. Materials provided to instructors include student workbooks, exams, certificates of completion, instructor's guide and supplemental video. Four types of boating are featured in the video and workbook, including powerboating, sailing, paddling and personal watercraft (PWC). A complete chapter on personal watercraft was strategically designed so it could stand alone if an instructor wanted to focus on this aspect of boating. Personal watercraft are often the boat of choice for youthful operators, and accident statistics reveal that youngsters are involved in a large number of PWC accidents. U.S. Coast Guard volunteers continue to assist the schools that ask for help with the *AquaSMART Boating* course. *AquaSMART Boat-*



ing received the Western Region Boating Education Advancement Award in April 2000.

The *AquaSMART* curriculum series reaches beyond the school walls and is used by youth organizations like Boy/Girl Scouts, aquatic day camps and Risk Watch (a fire department-sponsored youth safety program). The impact of *AquaSMART* extends beyond California's borders as other states and countries have adopted various components of the series. Annual advertisement to all the public schools elicits curriculum orders year round. Lesson plans and suggestions for incorporating each lesson into other disciplines encourage teachers to use these materials.

The annual "Safe & Wise Water Ways" poster contest was expanded to include middle schools and now reaches an audience of Kindergarten to eighth grades. Students are invited to submit artwork with safe boating and aquatic themes and winners from each grade level, nine total, are featured on the Department's annual poster calendar. Corporate sponsors donate education savings bonds and gift certificates for classroom supplies as prizes to the winning students and their teachers, respectively. Students become teachers through this contest by passing on the aquatic safety lessons they have learned through their artwork.

Some of the winning artwork from the poster contest was used to produce dioramas and small billboards to promote safe boating. During National Safe Boating Week 2000, the art of contest finalists was displayed in the State Capitol.

### **The California Boating Safety Course**

The Department provided 50,000 copies of the *California Boating Safety Course* to the public during this two-year period. In the spring of 2000, the course was revised and *California Boating* re-

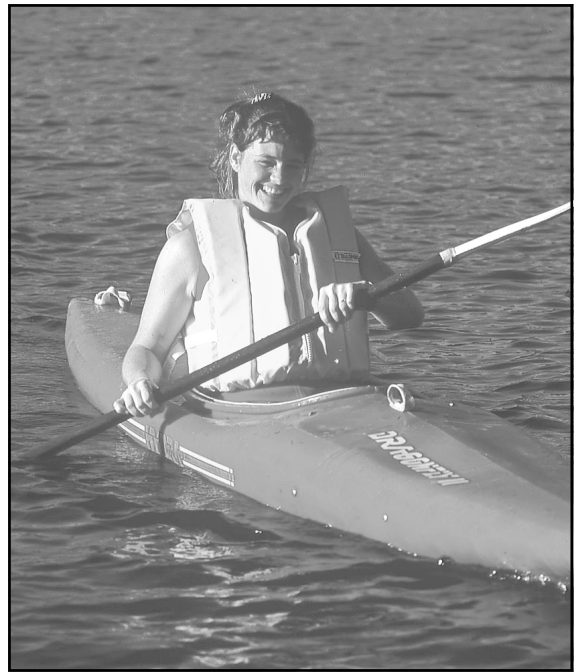
**GET INTO IT! Wear a Life Jacket**

Children under age 12 must wear a life jacket when on a vessel of 26 feet or less while under way.

*AquaSMART*

State of California • Resources Agency  
Department of Boating and Waterways  
For more information, call (888) 326-3333 or visit our Web site at <http://www.dbo.wa.gov>

placed the former course. Produced and copyrighted by the Department, this correspondence course allows boaters to study at home at their own pace and covers state and federal boating law, rules of the road, boat handling, required equipment, navigational aids, accident reporting, and special topics. Approved by the National Association of State Boating Law Administrators and recognized by the U.S. Coast Guard, this course includes an optional exam with two answer sheets. Once completed, the answer sheet can be forwarded to the Department for grading. Those who successfully complete the course are awarded Certificates of Completion which are recognized by many insurance companies for discounts on boat insurance premiums.



### ***Public Outreach***

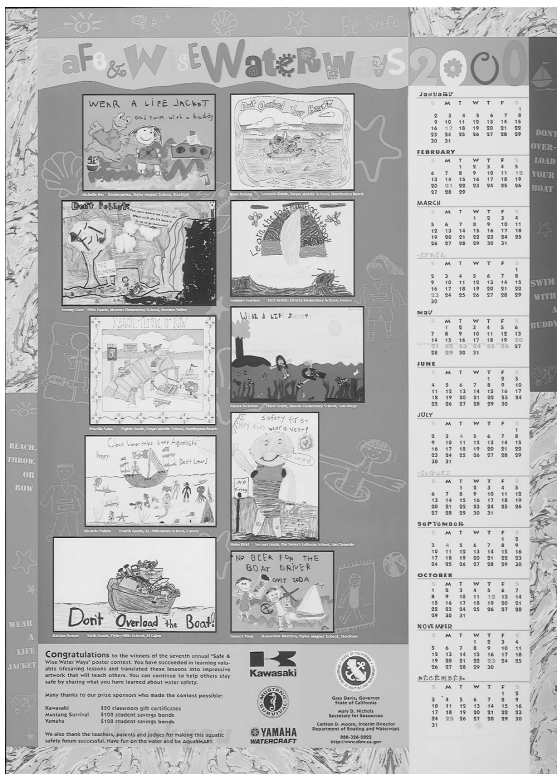
The Department performs public outreach activities to deliver boating and aquatic safety information to as wide an audience as possible. Department representatives visit schools, participate in boat shows and safety fairs, and offer public lectures on specific boating safety issues as requested. These programs annually reach approximately 40,000 individuals.

Wearing a life jacket when afloat is the most important safety precaution a boater can take. Cal Boating's outdoor billboard campaign, which debuted in 1995, was conducted May-October of both years of this biennial period. Billboards are procured through the National Safe Boating Council at minimal cost, then placed strategically throughout the State in areas with a high incidence of both boating and boating accidents. Beginning in 1999, the Department launched two new outdoor safety messages. Once again outdoor billboards stressed life jacket safety and the significance of taking a

boating safety course. A total of 49 permanent billboards statewide reminded boaters: "Wear Your Life Jacket! Boat Smart From the Start" and "Avoid the crash course....Take a boating safety course". Mobile billboard units served areas where permanent sites were not available and were especially useful during busy holiday weekends.

Partnering with California's Adopt-A-Beach program, the Department received an award in recognition of outstanding community service for its program to post boating safety messages on marina trash barrels in Southern California.

In May of 1998, the Department launched its "Boat Smart From the Start" radio campaign with safety messages on the importance of wearing life jackets and of not mixing alcohol and boating. Then in 1999, the Department added three more safety messages to its statewide radio campaign. The latest messages focus on personal watercraft safety, the importance of clean environmental boating, and



river safety. Targeting the top ten areas for boating accidents, 40 radio stations across the State continue to air these messages.

During this biennium, the Boating Safety Education Unit garnered several awards from the State Information Officers' Council:

## 1998

Grand Prize, Gold Award –

Video-Audio Paid Campaign

Gold Award – Calendar

Silver Award – Media Kit

Silver Award – Promotional device

Honorable Mention - Poster

Honorable Mention – Media Campaign

## 1999

Gold Award – Video-Audio Paid Campaign

Gold Award – Video

Silver Award – Brochure (Multi-Color)

Silver Award – Photography (Color)

Silver Award - Poster

## The Aquatic Centers Grant Program

Aquatic Centers operated by Universities, State Universities, and nonprofit organizations, provide classroom and on-the-water boating safety education in kayaking, canoeing, water-skiing, power boating, sailing, personal watercraft operation, and other aquatic activities.

Cal Boating uses state and federal funds to provide grants to the operators of Aquatic Centers for scholarships and the purchase of boats and equipment used in the boating safety education classes.

During this biennial period, Cal Boating awarded 91 grants totaling \$1,207,000 to 37 organizations. The grants were used to purchase boating safety educational equipment used by students at the Aquatic Centers and for scholarship programs that provided funds for boating safety classes for disadvantaged youths and persons with disabilities. The Aquatic Centers participating in Cal Boating's program taught aquatic and boating safety to 240,000 students during this period.

The following organizations received grants during this biennial period:

#### Colleges and Universities

##### California State Universities

- California Maritime Academy
- California State University Chico
- California State University Humboldt
- California State University Monterey Bay
- California State University Northridge
- California State University Sacramento
- California State University San Diego
- California State University San Jose

##### University of California

- University of California Berkeley
- University of California Davis
- University of California Irvine
- University of California Los Angeles
- University of California San Francisco
- University of California Santa Cruz

##### Community Colleges

- Orange Coast College
- Southwestern College

##### Other Colleges/Universities

- Stanford University

#### Cities and Counties

- City of Carpinteria
- City of Oakland
- City of Santa Rosa
- County of Monterey
- County of Orange

#### Non-Profit Organizations

- Access to Sailing
- American Red Cross
- Boy Scouts of America, Golden Empire Council
- Boy Scouts of America, Marin Council
- Environmental Traveling Companions
- Healing Adventures
- Jack London Aquatic Center
- Newport Aquatic Center
- Sailing Education Adventures
- Sailing Fascination
- Save the Bay
- Stockton Sailing Club
- U.S. Adaptive Recreation Center
- U. S. Sailing
- Ventura Maritime Foundation

#### ***The Abandoned Watercraft Abatement Program***

In 1997, Senate Bill 172 (Rainey) created the Abandoned Watercraft Abatement Fund (AWAF) and a



new grant program available to public agencies for the removal of abandoned watercraft and substantial navigational hazards from California's waterways. Grant funds may be used for the removal, storage and disposal of abandoned, wrecked or dismantled recreational vessels, or any other objects that pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent.

Grants from the AWAFF must be matched by a 10% contribution from local agency grantees. The program began in January of 1998, and by June 30, 2000, had made grants totaling \$1,118,000.

## **BOATING LAW ENFORCEMENT**

To meet Cal Boating's major objective to protect the public's right to safe and enjoyable boating on the waterways of California, the Enforcement Unit has established two primary goals:

- To provide for adequate boating law enforcement through local agencies.
- To ensure that enforcement of California boating laws is uniform throughout the State.

The Enforcement Unit meets these goals through programs that provide financial aid, equipment grants and officer training to local boating law enforcement agencies.

### ***Boating Safety and Enforcement Financial Aid Program***

Cal Boating's Boating Safety and Enforcement Financial Aid Program was established to provide supplemental State funding to counties with a high incidence of visitor boating but an insufficient tax base from resident boaters to support an adequate boating safety and law enforcement program. A county must first expend the taxes collected from

its resident boat owners before qualifying for this funding. The amount of financial aid is determined by available State funds. The number of required patrols, patrol personnel costs, and patrol operations and maintenance costs.

A total of \$16.2 million in funding aided the boating law enforcement programs of 36 counties and two cities during this biennium. These funds were used for personnel, operation, maintenance, and equipment costs. Services supported by this aid include: enforcing State and local boating laws, assisting boaters in distress, inspecting vessels, supervising organized boating events, and conducting search-and-rescue operations and recovery of drowned bodies.

The financial aid program also provides grant funds to local government agencies for the purchase of patrol boats, trailers, engines, and other equipment necessary to ensure adequate enforcement of State boating safety laws and regulations. During this biennium, 69 grants were made to agencies throughout the state.

### ***Boating Law Enforcement Training Program***

California boating law is enforced by more than 100 public agencies throughout the State. However, boaters can expect the law to be enforced uniformly on all of the state's waterways because of Cal Boating's extensive Boating Law Enforcement Training Program.

The California State Commission on Peace Officer Standards and Training (POST) certifies all courses offered through this program. These training classes instruct officers on boating law, boat handling, marine fires, coastal piloting and navigation, accident investigation/reconstruction, and boating intoxication enforcement. Approximately 945 officers were trained during this biennial period, and



Cal Boating provided \$15,000 to fund the attendance of 25 qualified officers who might not otherwise have been able to receive this training.

The *Accident Investigation/Reconstruction* (AI) course continues to be a highlight of the program. Live, staged vessel crashes provide attending officers with a realistic experience of the way that investigative procedures and reconstructive methods are used to investigate an accident on the water.

Additionally, Cal Boating worked closely with the California Boating Safety Officers Association and the California Association of Harbor Masters and Port Captains to maintain the Open Water Rescue and Enforcement master's program. Although designed for agencies that provide coastal boating law enforcement, the course is open to any boating officer in the state. This course, designed to provide training in a wide range of enforcement and search-and-rescue activities, includes classes in navigation, boat handling, marine fire fighting and boating law enforcement. Approximately 213 officers received training in this segment of the program. When an officer has successfully completed all segments of the course, he or she is

entitled to receive a Master's Certificate from Cal Boating in recognition of fulfilling all requirements of the Open Water Rescue and Enforcement program. Since the program's initiation in 1987, 174 officers have been awarded Master's Certificates, 20 of whom received their certificates during this biennium.

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## REGULATIONS

Cal Boating is responsible for reviewing, updating, and adopting State boating regulations to enhance boating safety, to reflect changes in Federal boating law, to maintain uniformity among Federal and State laws, and to implement legislatively mandated programs.

Local government entities may also adopt certain boating regulations, or ordinances, for waterways in their areas. These ordinances can pertain only to time-of-day restrictions, speed zones, special-use areas, and sanitation and pollution control. Cal Boating works with local agencies in the development of their regulations and recommends model local ordinances to maintain uniformity among boating ordinances.

Cal Boating also may work with the Federal government in the development and administration of Federal laws and regulations as they relate to marine safety and navigation.

In-the-water construction projects can potentially create safety problems that could endanger the lives of boaters. Cal Boating, therefore, reviews environmental documents such as Environmental Impact Reports for impacts on boating safety. During this biennial period, Cal Boating reviewed more than 425 environmental reports on construction projects on California waterways. Through this process, the Department provides recommendations for safety measures that assist in the reduction of fatalities and accidents.

## **LICENSING**

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### ***Yacht Brokers***

Cal Boating's yacht broker licensing program serves as a means to protect the public from fraudulent acts by persons engaged in the sale or resale of used vessels and provides a level of competence for brokers and salespersons. In 1999, together with the California Yacht Brokers Association, the Department published *How to Buy a Used Boat* in support of this goal.

Licenses for yacht and ship brokers, yacht and ship broker's branch offices, temporary salespersons, and yacht and ship salespersons are issued following successful completion of an examination, criminal background check, and bonding. As of July 17, 2000, there were 385 brokers, 798 salespersons, and 96 branch offices licensed by Cal Boating.

Department staff inspects brokerages for compliance on a regular basis. Based on reports from these inspections and complaints from the public, unethical transactions by both licensed and unlicensed

persons are investigated. Valid complaints are resolved through arbitration and legal action, including the suspension or revocation of the license, and civil penalties.

### ***For-Hire Vessel Operators***

Cal Boating issues for-hire vessel operator licenses to ensure the competence of operators who carry passengers for hire on waters solely under the jurisdiction of the State, primarily inland lakes. To be licensed, an applicant must meet minimum physical requirements and pass a written examination. Also required are practical demonstrations of safe boat handling, rescue techniques, registration-and-equipment compliance inspections of the vessels used by the licensees. Licenses are valid for five years and can be renewed for additional five-year periods. As of August 16, 2000, there were 286 licensed for-hire operators.

## PUBLIC INFORMATION AND LEGISLATION

### PUBLIC INFORMATION

The Public Information Office performs a critical role in boating safety education, by responding to telephone inquiries from both the public and the news media, as well as distributing written and audio-visual public information products. In 1996, Cal Boating created a Website on the Internet, [www.dbw.ca.gov](http://www.dbw.ca.gov), offering news and information on boating safety and education, access boating law, and the Department and its programs. From the Department's Homepage, coastal boaters and surfers can also access the Coastal Data Information Program page, and see real-time wave height data for the Southern California coast and other weather and climate information. The Department e-mail address is [pubinfo@dbw.ca.gov](mailto:pubinfo@dbw.ca.gov).

During this biennial period, Cal Boating produced four new 30-second public service announcements and distributed them to approximately 100 televi-

sion stations statewide. The PSAs can be viewed on the Department's Website, and topics include keeping a sharp lookout, wearing life jackets, and watching the alcohol while boating.

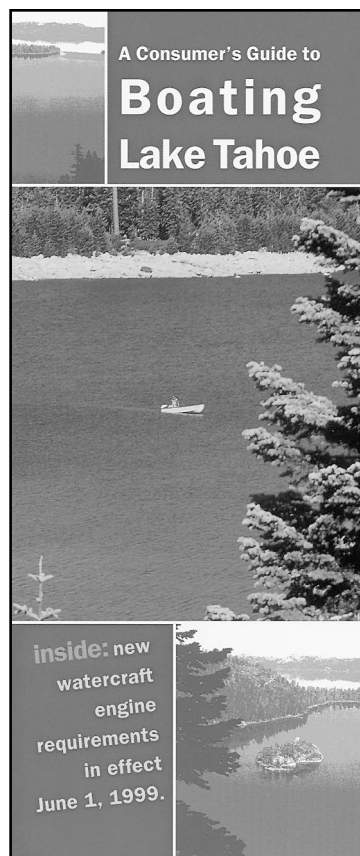
Cal Boating publishes 50 free boating safety publications. Between July of 1998 and June of 2000, more than 2 million copies of these publications were distributed to the public.

Cal Boating partners with the Department of Fish and Game's Office of Spill Prevention and Response (OSPR) on the Clean Green Boating program. "Clean green boating" emphasizes educating boaters about preventing pollution of California waterways. During this biennium, the partnership distributed 150,000 copies of the pamphlet, "Guide to Clean, Green Boating."

In 1999, the Department published a new pamphlet, *A Consumer's Guide to Boating Lake Tahoe*. This publication was a cooperative effort among Cal Boating, the Tahoe Regional Planning Agency, and the State of Nevada to inform boaters about boating restrictions on lakes in the Tahoe region.

Also in 1999, Cal Boating published two new boating trail guides. Each guide provides a map of the river and information on safety and access, as well as information on local regulations, history and activities such as fishing and camping. *A Boating Trail Guide to the Wild and Scenic Smith River* was produced with the assistance of the U.S. Forest Service, Six Rivers National Recreation Area. *A Boating Trail Guide to the Upper and Lower Kern River* was produced with expert help from the U.S. Bureau of Land Management and the U.S. Forest Service.

During this biennium, the Public Information Office prepared and distributed 100 news releases





concerning boating safety, Boating and Waterways Commission approval of boating facility projects, and other relevant boating news.

Boating safety films, videos and slide presentations are available on a loan basis at no cost to parties interested in boating safety. The 60 titles in this library cover subjects ranging from rescue procedures to general water safety.

## LEGISLATION

The Department worked closely with State legislators, Senate and Assembly committee staff, representatives of boating organizations, and other State agencies on many important legislative issues. The following bills went into effect during this biennial period:

**AB 2268 (Leach) – Yacht and Ship Brokers Act.** Allows the Department to suspend the license a broker who refuses to make records available. Also allows the Department to request an administrative law judge to direct a licensee found to have committed a violation of the Act to pay the costs of the investigation, prosecution, and enforcement of the case.

**AB 2784 (Strom-Martin) – Spud Point Marina.** Requires the development of a business plan for the Spud Point Marina, developed with Department loans, in Sonoma County.

**AB 64 (Ducheny) – Coastal Beach Renourishment.** Created the Public Beach Restoration Fund and program within the Department for the restoration and enhancement of public beaches through the placement of sand on coastal beaches and in the nearshore environment. Note: the Department received a total of \$10 million from the General Fund for these purposes in the 2000-01 fiscal year budget.

**AB 1103 (Lempert) – Harbor Loan Regulations.** Required the Department to develop specified regulations for its public and private loan programs for the development of small craft harbors.

**AB 1151 (Leach) – Hit and Run.** Provides for a minimum-mandatory penalty (at least \$1,000 and up to \$10,000) for a vessel operator who leaves the scene of an accident when the accident involves an injury, death or disappearance.

In addition, the Department, in the first half of 2000, sponsored two important bills in the Legislature:

**AB 2538 (Brewer) – Boating Safety.** Requires a person under 12 years of age to wear a life jacket in a vessel 26 feet or less while underway. AB 2538 also requires a water skier and every person on a personal watercraft to wear a life jacket.

**SB 1967 (Kelley) – Yacht and Ship Brokers Act.** Allows the Department to deny an application or suspend or revoke a license for (a) negligence or incompetence in performing any act for which he or she is required to hold a license, (b) failure to exercise reasonable supervision over the activities of his or her salespersons or other employees, (c) failure to act in accordance with his or her fiduciary duty toward a principal, (d) dishonesty or untruthfulness, and (e) violation of regulations promulgated by the Department.

SB 1967 disallows limited liability companies from being brokers under the Act. SB 1967 would allow the Department to levy citations and fines through the Office of Administrative Hearings. Lastly, the bill would require that a broker provide full disclosure to the principals, with their written consent, when the broker acts for both the buyer and seller in a transaction.



# 1 9 9 8 - 2 0 0 0   A P P E N D I C E S

July 1, 1998 to June 30, 2000 <i>Harbors and Watercraft Revolving Fund</i>			As of June 30, 2000 <i>Harbors and Watercraft Revolving Fund</i>				
Fund Condition Statement			Launching Facility Grants, in Progress				
	1998-99	1999-00	County	Project	Authorized Amount	Amount Advanced	Balance
BEGINNING BALANCE	19,970	47,142	Alameda	Berkeley Marina	\$ 400,000	\$ 379,880	\$ 20,120
Prior year adjustments	1,695	19,382	Alameda	Camanche Rsvr	200,000	0	200,000
Balance, Adjusted	21,665	66,524	Calaveras	New Hogan	333,000	0	333,000
REVENUES AND TRANSFERS			El Dorado	Loon Lake	252,000	0	252,000
Receipts:			El Dorado	Stumpy Meadows	431,000	341,000	90,000
Operating Revenues:			El Dorado	Lake Tahoe	313,000	35,997	277,003
Interest on Public Loans for small craft harbors	6,594	6,638	El Dorado	Union Vally Rsvr	145,000	0	145,000
Interest on Private Loans	1,146	1,492	Fresno	Mendota Delta	35,000	0	35,000
Boat registration fees	3,142	11,908	Fresno	Mendota Delta	295,000	0	295,000
Fees and licenses	179	120	Fresno	Pine Flat	342,000	0	342,000
License fees and penalties	4	7	Kern	Buena Vista	121,000	0	121,000
Interest from Surplus Money Investment Fund	7,053	8,053	Kern	Evans Lake	50,000	46,900	3,100
Escheat of Unclaim Cks, Warrts	0	9	Kern	Evans Lake	419,000	0	419,000
Public Loan repayments	9,995	4,580	Lake	Clearlake Oaks	400,000	0	400,000
Public & Private Loan repayments	6,210	2,213	Lake	Clearlake Oaks	140,000	0	140,000
Miscellaneous Revenues	89	103	Lake	Lakeport (Clear Lake)	573,000	45,000	528,000
<b>Totals, Operating Revenues</b>	<b>34,412</b>	<b>35,123</b>	Lake	Lakeport (Clear Lake)	400,000	0	400,000
Transfers from Other Funds:			Los Angeles	Long Beach	450,000	0	450,000
Motor Vehicle Fuel Account,			Los Angeles	South Shore	125,000	0	125,000
Transportation Tax Fund	30,378	33,488	Los Angeles	South Shore	1,250,000	0	1,250,000
Stephen P. Teale Data Center	0	3	Mariposa	Lake McClure	608,000	0	608,000
Special Deposit Fund per Sec 12.20 BA 96-97	13,086		Mariposa	Lake McSwain	280,000	0	280,000
<b>Totals, Transfers from Other Funds</b>	<b>43,464</b>	<b>33,491</b>	Merced	Yosemite Lake	250,000	173,916	76,084
<b>Totals, Revenues and Transfers</b>	<b>77,876</b>	<b>68,614</b>	Modoc	Fee Resv.	179,000	0	179,000
<b>TOTALS, RESOURCES</b>	<b>99,541</b>	<b>135,138</b>	Modoc	West Valley Resv.	173,000	0	173,000
EXPENDITURES			Monterey	Monterey Harbor	275,000	0	275,000
Disbursements:			Monterey	Moss Landing	500,000	36,574	463,427
Department of Motor Vehicles	1,650	3,901	Monterey	Moss Landing	1,500,000	0	1,500,000
Tahoe Regional Planning Agency	0	171	Monterey	Lake Nacimiento	2,153,000	81,780	2,071,220
Department of Fish and Game	4	3	Monterey	Lake San Antonio	250,000	219,188	30,812
Department of Boating and Waterways			Monterey	Lake San Antonio	913,000	28,630	884,370
State Operations:	11,482	11,823	Nevada	Donner Lake	308,000	244,065	63,935
Local Assistance:	32,142	54,560	Nevada	Rollins Lake/Greenhorn	154,000	0	154,000
Capital Outlay:	5,476	5,509	Nevada	Rollins Lake/Long Ravine	382,000	321,727	60,273
Department of Parks and Recreation			Nevada	Rollins Lake/Long Ravine	289,000	0	289,000
State Operations:	555	631	Nevada	Rollins Lake/Orchard Springs	463,000	431,821	31,179
Capital Outlay:	12	0	Nevada	Rollins Lake/Orchard Springs	173,000	0	173,000
Delta Protection Commission	109	125	Nevada	Rollins Lake/Peninsula	100,000	0	100,000
State Water Resources Control Board	0	98	Nevada	Rollins Lake/Peninsula	580,000	0	580,000
Department of Food and Agriculture	942	936	Nevada	Stampede Lake	311,000	0	311,000
State Operations: ProRata	27	0	Placer	Lake Clementine	575,000	48,341	526,659
<b>TOTALS, EXPENDITURES</b>	<b>52,399</b>	<b>77,757</b>	Plumas	Gold Lake	245,000	0	245,000
<b>FUND BALANCE</b>	<b>47,142</b>	<b>57,381</b>	Plumas	Tooms, Little Grass Valley	359,000	0	359,000
			Plumas	Little Grass Valley	379,000	0	379,000

*Continued on next page.*

# 1998 - 2000 APPENDICES CONTINUED

**As of June 30, 2000**

***Harbors and Watercraft Revolving Fund Continued***

## Launching Facility Grants, in Progress Continued

County	Project	Authorized Amount	Amount Advanced	Balance
Riverside	Diamond Valley Rsvr	3,700,000	0	3,700,000
Riverside	Diamond Valley Rsvr	4,000,000	0	4,000,000
Sacramento	Elkhorn	100,000	0	100,000
Sacramento	Elkhorn	450,000	0	450,000
Sacramento	Miller Park	210,000	73,472	136,528
San Diego	El Capitan	480,000	0	480,000
San Diego	Mission Bay	521,000	0	521,000
San Diego	Murray Lake	70,000	0	70,000
San Diego	Murray Lake	573,000	0	573,000
San Diego	Oceanside Harbor	178,000	0	178,000
San Diego	Oceanside Harbor	2,000,000	0	2,000,000
San Diego	Oceanside Harbor	1,300,000	0	1,300,000
San Francisco	Pier 54	295,000	0	295,000
San Francisco	Pier 54	198,000	0	198,000
San Mateo	Coyote Point	315,000	269,902	45,098
San Mateo	Coyote Point Marina	234,000	0	234,000
Santa Barbara	Lake Cachuma	274,000	0	274,000
Santa Barbara	Lake Cachuma	1,000,000	0	1,000,000
Santa Barbara	Santa Barbara	408,000	0	408,000
Santa Clara	Anderson Lake	100,000	0	100,000
Santa Clara	Anderson Lake	860,000	0	860,000
Santa Clara	Anderson Lake	400,000	0	400,000
Siskiyou	Siskiyou Lake	130,000	125,334	4,666
Stanislaus	Riverbank	400,000	38,000	362,000
Stanislaus	Woodward Reservoir	289,000	256,352	32,648
Sutter	Boyd Pump	171,000	116,189	54,811
Sutter	Boyd Pump	131,000	0	131,000
Sutter	Yuba City	148,000	0	148,000
Tehema	Mill Creek	36,000	20,000	16,000
Tehema	Mill Creek Park	227,000	0	227,000
Tehema	Woodson Bridge	41,000	20,000	21,000
Tehema	Woodson Bridge			
Tehema	Sacramento River	130,000	0	130,000
Tehema	Woodson Bridge	200,000	0	200,000
Tulare	Lake Success	80,000	0	80,000
Tuolumne	Don Pendro	187,000	0	187,000
Tuolumne	Tulloch Rsvr	407,000	0	407,000
Tuolumne	Tulloch Resv	543,000	539,596	3,404
Ventura	Channel Islands	200,000	0	200,000
Ventura	Lake Casitas	914,247	718,661	195,586
Ventura	Lake Casitas	150,000	0	150,000
Ventura	Lake Casitas	1,335,000	0	1,335,000
Ventura	Lake Piru	100,000	47,500	52,500
Ventura	Lake Piru	850,000	0	850,000
Ventura	Ventura Harbor	206,000	0	206,000

County	Project	Authorized Amount	Amount Advanced	Balance
Yolo	Broderick	93,000	0	93,000
Yolo	Broderick (WS)	330,000	0	330,000
Yuba	Bullards Bar Resv.	77,000	44,258	32,742
Statewide	Floating Restrooms	1,222,672	461,175	761,497
Statewide	Ramp Repairs	874,500	57,813	816,687
Statewide	Vessel Pumpouts	137,725	17,843	119,882
Statewide	Project Signs	15,700	4,990	10,710
<b>Total</b>		<b>\$45,364,844</b>	<b>\$ 5,245,903</b>	<b>\$40,118,940</b>

## ***Harbors and Watercraft Revolving Fund***

### Planning Loans, Outstanding

County	Project	Authorized Loan Amount	Disbursed Loan Amount	Outstanding Loan Balance
Alameda	Jack London Square	100,000	98,790	34,304
Contra Costa	Antioch Rodgers Pt.	97,900	97,900	22,967
San Joaquin	Stockton Waterfront	180,000	0	0
Solano	Rio Vista Marina	50,000	48,260	16,956
Solano	Rio Vista Marina	120,000	119,201	76,772
<b>Total</b>		<b>\$ 547,900</b>	<b>\$ 364,151</b>	<b>\$ 150,999</b>

## ***Harbors and Watercraft Revolving Fund***

### Construction Loans, Outstanding

County	Project	Authorized Loan Amount	Disbursed Loan Amount	Outstanding Loan Balance
Alameda	Berkeley	\$ 250,000	\$ 250,000	83,912
Alameda	Berkeley	2,000,000	2,000,000	1,878,156
Alameda	Berkeley	1,250,000	1,250,000	296,700
Alameda	Diesel Street	1,000,000	1,000,000	933,099
Alameda	Diesel Street	1,500,000	1,500,000	1,133,683
Alameda	Diesel Street	600,000	370,000	352,826
Alameda	Jack London Square	500,000	500,000	507,644
Alameda	Jack London Square	2,750,000	2,212,563	2,246,388
Alameda	Oakland	1,450,000	1,450,000	542,598
Alameda	Oakland	800,000	800,000	396,102
Alameda	Oakland	750,000	750,000	410,255
Alameda	Oakland	1,000,000	1,000,000	324,429
Alameda	San Leandro	700,000	700,000	129,164
Alameda	San Leandro	100,000	100,000	23,069
Alameda	San Leandro	3,000,000	3,000,000	2,540,017
Alameda	San Leandro	800,000	800,000	718,838
Alameda	San Leandro	500,000	401,818	376,387
Alameda	San Leandro	500,000	403,656	382,716
Alameda	San Leandro	500,000	0	0
Alameda	Sausalito	1,200,000	1,200,000	1,092,911

# 1998 - 2000 APPENDICES CONTINUED

**As of June 30, 2000**

***Harbors and Watercraft Revolving Fund Continued***

Construction Loans, Outstanding Continued									
County	Project	Authorized Loan Amount	Disbursed Loan Amount	Outstanding Loan Balance	County	Project	Authorized Loan Amount	Disbursed Loan Amount	Outstanding Loan Balance
Contra Costa	Antioch Marina	1,000,000	715,198	688,407	Los Angeles	Cabrillo Beach	170,000	145,715	111,068
Contra Costa	Antioch Marina	2,000,000	2,000,000	2,113,656	Los Angeles	Cabrillo Beach	4,000,000	0	0
Contra Costa	Antioch Marina	3,000,000	3,000,000	3,074,235	Los Angeles	Long Beach, Dwtn Shoreling	600,000	600,000	484,309
Contra Costa	Antioch Marina	500,000	500,000	504,367	Los Angeles	Long Beach, Dwtn Shoreling	3,500,000	3,500,000	2,905,264
Contra Costa	Martinez	120,000	120,000	254,665	Los Angeles	Long Beach, Dwtn Shoreling	3,900,000	3,900,000	2,776,013
Contra Costa	Martinez	1,180,000	1,180,000	2,244,100	Los Angeles	Long Beach	1,238,000	1,238,000	625,215
Contra Costa	Martinez	450,000	450,000	249,983	Los Angeles	Long Beach	1,300,000	1,300,000	752,247
Contra Costa	Martinez	175,000	175,000	126,484	Los Angeles	Long Beach	1,400,000	1,150,585	1,265,097
Contra Costa	Martinez	300,000	300,000	296,964	Los Angeles	Long Beach	100,000	100,000	106,587
Contra Costa	Martinez	750,000	750,000	792,770	Los Angeles	Long Beach	1,100,000	20,000	21,317
Contra Costa	Martinez	1,057,000	0	0	Los Angeles	Long Beach	450,000	0	0
Contra Costa	Martinez	1,716,000	0	0	Los Angeles	Long Beach	700,000	110,519	111,051
Contra Costa	Pittsburg	1,700,000	1,700,000	1,135,768	Los Angeles	Long Beach	4,000,000	0	0
Contra Costa	Pittsburg	1,100,000	1,100,000	761,870	Los Angeles	Marina Del Rey	3,500,000	3,500,000	3,164,386
Contra Costa	Pittsburg	800,000	800,000	768,233	Los Angeles	Marina Del Rey	227,000	0	0
Contra Costa	Pittsburg	4,750,000	4,750,000	6,057,155	Los Angeles	Marina Del Rey	6,000,000	6,000,000	6,446,388
Contra Costa	Pittsburg	1,750,000	1,750,000	2,435,990	Los Angeles	Marina Del Rey	600,000	600,000	600,370
Contra Costa	Richmond	500,000	500,000	310,995	Los Angeles	Marina Del Rey	3,500,000	3,500,000	3,646,579
Contra Costa	Richmond	852,000	852,000	780,218	Los Angeles	Marina Del Rey	9,673,000	8,600,000	8,780,056
Contra Costa	Richmond	1,500,000	1,500,000	1,077,031	Los Angeles	Redondo Beach, King Harbor	2,000,000	2,000,000	1,679,850
Contra Costa	Richmond	1,500,000	1,500,000	1,163,736	Los Angeles	Redondo Beach, King Harbor	4,500,000	4,215,190	3,839,623
Contra Costa	Richmond	1,000,000	1,000,000	867,186	Mendocino	Noyo	650,000	650,000	628,546
Contra Costa	Richmond	1,500,000	1,460,394	1,354,487	Mendocino	Noyo	25,000	25,000	73,898
Contra Costa	Richmond	2,500,000	2,465,472	2,164,229	Monterey	Monterey	250,000	250,000	82,278
Contra Costa	Richmond	75,000	75,000	79,811	Monterey	Monterey	800,000	800,000	357,583
Contra Costa	Richmond	1,500,000	0	0	Monterey	Monterey	300,000	230,239	155,660
Del Norte	Crescent City	200,000	200,000	43,173	Monterey	Monterey	1,000,000	1,000,000	773,213
Del Norte	Crescent City	750,000	750,000	196,209	Monterey	Monterey	3,500,000	3,500,000	3,337,662
Del Norte	Crescent City	250,000	250,000	66,631	Monterey	Monterey	1,500,000	1,500,000	1,485,689
Del Norte	Crescent City	250,000	250,000	76,764	Monterey	Moss Landing	950,000	950,000	821,103
Del Norte	Crescent City	250,000	250,000	218,351	Monterey	Moss Landing	250,000	250,000	220,804
Del Norte	Crescent City	100,000	100,000	86,836	Monterey	Moss Landing	400,000	400,000	353,242
Del Norte	Crescent City	100,000	100,000	88,241	Monterey	Moss Landing	1,250,000	173,336	152,706
Humboldt	Eureka	2,750,000	2,750,000	2,807,233	Orange	Balboa Yacht Basin	2,500,000	2,500,000	1,599,046
Humboldt	Humboldt Bay	1,000,000	1,000,000	468,254	Orange	Balboa Yacht Basin	800,000	712,733	588,721
Humboldt	Woodley Island	1,000,000	1,000,000	683,670	Orange	Sunset Aquatic	5,500,000	0	0
Humboldt	Woodley Island	1,188,000	1,188,000	868,869	Riverside	Eastside Rsvr	1,499,000	0	0
Humboldt	Woodley Island	200,000	91,685	93,256	Riverside	Eastside Rsvr	6,250,000	0	0
Los Angeles	Avalon	70,000	70,000	39,397	Sacramento	Sacramento Boat Harbor	1,650,000	1,650,000	1,577,352
Los Angeles	Avalon	500,000	500,000	288,718	Sacramento	Sacramento Boat Harbor	3,000,000	3,000,000	2,828,742
Los Angeles	Avalon	900,000	900,000	726,443	Sacramento	Sacramento Boat Harbor	2,000,000	2,000,000	1,896,170
Los Angeles	Avalon Harbor	850,000	850,000	772,543	Sacramento	Sacramento Boat Harbor	1,000,000	1,000,000	995,383
Los Angeles	Cabrillo Beach	4,000,000	4,000,000	3,065,814	Sacramento	Sacramento Boat Harbor	1,380,000	1,380,000	1,292,054
Los Angeles	Cabrillo Beach	4,000,000	4,000,000	3,142,038	<i>Continued on next page.</i>				

# 1998 - 2000 APPENDICES CONTINUED

**As of June 30, 2000**

***Harbors and Watercraft Revolving Fund Continued***

Construction Loans, Outstanding Continued									
County	Project	Authorized Loan Amount	Disbursed Loan Amount	Outstanding Loan Balance	County	Project	Authorized Loan Amount	Disbursed Loan Amount	Outstanding Loan Balance
San Diego	Oceanside	900,000	900,000	724,482	Santa Cruz	Santa Cruz	500,000	500,000	543,332
San Diego	Oceanside	4,000,000	3,596,433	2,773,700	Santa Cruz	Santa Cruz	590,000	590,000	649,433
San Diego	Oceanside	2,000,000	1,913,000	1,682,102	Santa Cruz	Santa Cruz	1,010,000	1,010,000	1,060,317
San Francisco	Fisherman's Wharf	3,000,000	0	0	Santa Cruz	Santa Cruz	1,754,000	0	0
San Francisco	Fisherman's Wharf	500,000	493,628	496,647	Solano	Benicia	500,000	500,000	50,799
San Francisco	San Francisco	600,000	520,320	75,915	Solano	Benicia	2,850,000	2,850,000	2,887,700
San Francisco	San Francisco	7,000,000	0	0	Solano	Benicia	1,450,000	1,450,000	1,430,613
San Francisco	South Beach	4,500,000	4,500,000	5,226,305	Solano	Benicia	400,000	177,605	122,427
San Francisco	South Beach	3,100,000	3,100,000	3,748,041	Solano	Suisun City	5,595,000	5,595,000	6,233,846
San Francisco	South Beach	400,000	400,000	437,269	Solano	Suisun City	1,700,000	1,700,000	1,796,140
San Luis Obispo	Morro Bay	2,000,000	1,928,611	1,858,944	Solano	Vallejo	936,000	936,000	650,666
San Luis Obispo	Port San Luis	500,000	500,000	171,086	Solano	Vallejo	600,000	600,000	817,678
San Luis Obispo	Port San Luis	2,000,000	0	0	Solano	Vallejo	2,700,000	2,700,000	3,699,244
San Mateo	Coyote Point	550,000	550,000	191,140	Solano	Vallejo	2,800,000	2,800,000	3,727,981
San Mateo	Coyote Point	550,000	550,000	244,585	Solano	Vallejo	400,000	400,000	565,352
San Mateo	Coyote Point	650,000	650,000	255,201	Solano	Vallejo	1,700,000	1,700,000	2,419,205
San Mateo	Coyote Point	500,000	500,000	338,848	Sonoma	Petaluma	3,960,000	3,792,314	3,690,495
San Mateo	Coyote Point	1,200,000	676,653	678,694	Sonoma	Spud Point	200,000	200,000	301,247
San Mateo	Oyster Point	1,200,000	1,200,000	904,991	Sonoma	Spud Point	1,400,000	1,400,000	2,090,149
San Mateo	Oyster Point	2,000,000	2,000,000	1,721,775	Sonoma	Spud Point	3,200,000	3,200,000	6,595,083
San Mateo	Oyster Point	150,000	150,000	137,141	Sonoma	Spud Point	1,400,000	1,400,000	1,396,084
San Mateo	Oyster Point	850,000	850,000	847,957	Ventura	Channel Islands	1,060,000	662,038	85,538
San Mateo	Oyster Point	1,800,000	1,800,000	1,803,631	Ventura	Channel Islands	1,370,000	1,272,940	413,392
San Mateo	Oyster Point	1,000,000	1,000,000	1,128,528	Ventura	Channel Islands	600,000	600,000	364,239
San Mateo	Oyster Point	497,000	497,000	493,133	Ventura	Channel Islands	2,000,000	2,000,000	1,371,799
San Mateo	Oyster Point	1,000,000	1,000,000	1,005,194	Ventura	Channel Islands	700,000	700,000	491,522
San Mateo	Oyster Point	3,000,000	3,000,000	3,100,796	Ventura	Channel Islands	500,000	500,000	417,907
San Mateo	Oyster Point	1,300,000	1,300,000	1,382,750	Ventura	Ventura	4,925,000	4,877,000	4,021,340
San Mateo	Oyster Point	300,000	300,000	340,712	Ventura	Ventura	1,500,000	0	0
San Mateo	Oyster Point	550,000	309,666	361,895	<b>TOTAL</b>		<b>\$ 271,177,000</b>	<b>\$219,415,311</b>	<b>\$ 204,479,812</b>
San Mateo	Pillar Point	3,100,000	3,100,000	3,061,624	<b><i>Harbors and Watercraft Revolving Fund</i></b>				
San Mateo	Pillar Point	500,000	500,000	469,587	<b>Private Recreational Marina</b>				
San Mateo	Pillar Point	500,000	500,000	473,153	<b>Construction Loans, Outstanding</b>				
San Mateo	Pillar Point	2,000,000	2,000,000	2,005,498			Authorized Loan Amount	Loan Amount	Outstanding
San Mateo	Pillar Point	30,000	30,000	19,039	Bidwell Canyon, Butte		1,100,000	871,725	1,693,476
San Mateo	Pillar Point	1,000,000	0	0	<i>Funtime Fulltime, Inc.</i>				
San Mateo	Pillar Point	500,000	0	0	Cerritos Bahia Marina, Los Angeles		950,000	950,000	533,881
San Mateo	Redwood City	880,000	880,000	777,645	Cerritos Bahia Marina, Los Angeles		350,000	319,651	273,888
Santa Cruz	Santa Cruz	920,000	920,000	265,930	<i>Cerrito Bahia Marina</i>				
Santa Cruz	Santa Cruz	555,000	555,000	158,770	Fortmann Marina, San Mateo		900,000	449,663	458,576
Santa Cruz	Santa Cruz	700,000	700,000	582,694	<i>Fortmann Basin, LP</i>				
Santa Cruz	Santa Cruz	600,000	600,000	551,382	French Gulch Marina, Kern		211,000	211,000	328,205
Santa Cruz	Santa Cruz	700,000	700,000	639,731	<i>R. Klievoneit</i>				
Santa Cruz	Santa Cruz	1,600,000	1,600,000	1,510,823					

# 1998 - 2000 APPENDICES CONTINUED

**As of June 30, 2000**

**Harbors and Watercraft Revolving Fund Continued**

Private Recreational Marina Construction Loans, Outstanding							
	Authorized Loan Amount	Loan Amount	Outstanding		Authorized Loan Amount	Loan Amount	Outstanding
Glenn Cove, Contra Costa <i>Western Waterways, Inc.</i>	400,000	359,883	389,305	Sugarloaf Marina <i>Shasta Lake Resorts</i>	725,000	0	0
Holland Riverside Marina, Contra Costa <i>Western Waterways, Inc.</i>	100,000	100,000	55,960	Tiki Lagun, San Joaquin <i>Horst Hanf</i>	257,000	257,000	336,349
Jones Valley, Shasta <i>Shasta Lake Resort</i>	480,000	480,000	446,406	Tiki Lagun, San Joaquin <i>Tiki Lagun, LP</i>	1,600,000	1,600,000	2,141,491
Lake San Antonio Resort, Monterey	415,000	415,000	443,232	Vollman Clark Ranch Marina, Sac.	600,000	600,000	911,107
Lake San Antonio Resort, Monterey <i>Lake San Antonio Resort, Inc.</i>	85,000	85,000	86,935	Vollman Clark Ranch Marina, Sac.	40,000	40,000	53,559
Lake Sonoma Resort, Sonoma <i>Lake Sonoma Resort</i>	100,000	100,000	75,378	Vollman Clark Ranch Marina, Sac. <i>Vollman-Clark Ranch, GP</i>	145,000	145,000	145,550
Lake Tulloch R.V. Campground, Toulumne <i>Lake Tulloch R.V. Camp</i>	110,000	110,000	116,937	Willow Berm Marina, Sacramento	1,590,000	1,590,000	2,060,454
Lindquist LD Marina <i>Mr. &amp; Mrs. Charles Lindquist</i>	425,000	378,160	406,466	Willow Berm Marina, Sacramento <i>Horst Hanf</i>	491,000	491,000	694,236
Little Norway Resort, Plumas <i>Melvin &amp; Billie Garvis</i>	120,000	120,000	79,917	Willowest Harbor Marina, Contra Costa	270,000	269,980	405,440
Mariner Square Marina <i>Mariner Square and Assoc.</i>	2,882,000	0	0	Willowest Harbor Marina, Contra Costa <i>Robert &amp; Jean Butler</i>	114,000	113,989	160,158
Markley Cove, Napa <i>Mr. &amp; Mrs. John Frazier</i>	400,000	400,000	361,244	<b>TOTAL</b>	<b>\$ 25,968,000</b>	<b>\$ 19,898,792</b>	<b>\$ 21,992,912</b>
Mason Marina, Sonoma <i>Mason Marina</i>	490,000	490,000	288,474	<b>As of June 30, 2000</b>			
Monterey Bay Boatworks <i>Monterey Bay Boatworks Co., Ltd.</i>	150,000	0		<b>Small Craft Harbor Bond Fund</b>			
New Melones Lake Marina, Calaveras	262,000	262,000	304,434	Construction Loans, Outstanding			
New Melones Lake Marina, Calaveras <i>New Melones Lake Marina</i>	506,000	194,101	198,311	County	Project	Authorized Loan Amount	Disbursed Loan Amount
Obexer Boat Co. <i>Obexer &amp; Son, Inc.</i>	800,000	800,000	837,232	Monterey	Monterey	25,000	25,000
Orwood Resort	529,000	529,000	569,763	Solano	Vallejo	1,200,000	1,200,000
Orwood Resort <i>Mr. &amp; Mrs. John Caprio</i>	783,000	100,000	100,156	<b>Total</b>		<b>\$ 1,225,000</b>	<b>\$ 1,225,000</b>
Pier 38 <i>The Pier 38 Maritime Recreation Center, Inc.</i>	1,465,000	1,465,000	1,745,220			<b>\$ 1,863,586</b>	
Redondo Beach Marina, Los Angeles <i>Redondo Beach</i>	805,000	805,000	736,166	<b>July 1, 1998 to June 30, 2000</b>			
Riverbank Marina, Sacramento	250,000	200,000	153,960	<b>Yacht &amp; Ship Brokers' Licensing</b>			
Riverbank Marina, Sacramento <i>Riverbank Holding Co.</i>	750,000	559,408	848,221	Statement of Operations			
Shelter Cove, San Diego <i>Shelter Cove Marina</i>	2,818,000	2,818,000	2,474,713		1998-99		1999-00
Sierra Boat, Placer	200,000	200,000	113,031	RECEIPTS			
Sierra Boat, Placer <i>Sierra Boat Co.</i>	400,000	400,000	311,559	Fees & Licenses	\$ 179,149		\$ 120,278
Silverwood Lake Resort <i>Pyramid Enterprises</i>	450,000	364,442	367,686	License fees and penalties	3,800		7,450
Snug Harbor <i>Snug Harbor Resorts, LLC</i>	450,000	254,790	285,836	<b>Total Receipts</b>	<b>\$ 182,949</b>		<b>\$ 127,728</b>
				EXPENDITURES			
				Personal Services	\$ 145,537		\$ 157,633
				Operating Expense & Equipment	234,379		197,930
				<b>Total Expenditures</b>	<b>\$ 379,915</b>		<b>\$ 355,563</b>

# 1 9 9 8 - 2 0 0 0   A P P E N D I C E S   C O N T I N U E D

*The following is a list of income and expenditures from July 1, 1998 to June 30, 2000:*

Income	Amount	% of Income
Motor Vehicle Fuel Fund	\$ 63,866,253	48%
Interest, Surplus Money Investments	15,105,200	11%
Boat Registration Fees	15,050,298	11%
Repayment of Loan Principal and Interest	38,868,668	29%
Other	104,547	0%
<b>TOTAL INCOME</b>	<b>\$ 132,994,965</b>	<b>100%</b>
Expenditures	Amount	% of Expenditures
Loans	\$ 35,837,000	29%
Grants	28,003,623	22%
Capital Outlay	10,985,580	9%
Motor Vehicles (boat registration)	5,550,810	4%
Program Expenditures	44,169,645	35%
<b>TOTAL EXPENDITURES</b>	<b>\$ 124,546,658</b>	<b>100%</b>







